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A. S. WATSON & CO., LIMITED,
HONGKONG AND CHINA.

LETTERS TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.

BIRTHS.

LEASK. — At 145, Peak, Hongkong, on the 10th inst., to Mr. and Mrs. W. LAUGHTON LEASK, a son. [1206]

BRENT. — On October 13th, at Harbin, the wife of A. D. BRENT, of a daughter.

OLSEN. — On October 14th, at Shanghai, to Mr. and Mrs. R. A. OLSEN, a son.

HONGKONG OFFICE: 10A, DES VUEX ROAD C. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 20TH, 1914.

When Japan acquired the island of Formosa, as a result of the war with China in 1894-95, she won a good deal of kudos from the missionary organisations, who were naturally prone to condemn the theft—or in terms of war “the conquest”—of territory by announcing her intention to put an end to opium-smoking in the island. According to a Japanese official publication, it was “the question which attracted most attention at home and abroad in connection with the administration of Taiwan”—to give to the island its Japanese name. The official statement goes on to say that it was found upon examination of the actual conditions in Taiwan that the islanders had been so long addicted to the pernicious habit that absolute prohibition could not be immediately carried out; and the Government felt itself compelled to resort to the policy of gradual prohibition. Accordingly in February, 1896, the Government created a monopoly of the opium business. Importation of opium by private persons was prohibited. The Government set up what is officially designated as an “opium dose factory” and an Ordinance was duly

passed strictly prohibiting opium-smoking and “dose-manufacture” by persons other than those duly licensed by the Government. Licences were granted only to men deemed to be “confirmed smokers,” and Government permits were necessary alike for the sale of opium-doses, the opening of opium dens and the manufacture and sale of opium-smoking utensils. We are told officially that “the general public were brought by admonitions and by education to perceive the evils of opium smoking, and at the same time strict administrative measures were taken to prevent smuggling and secret smoking, with the result that the number of licensed smokers has decreased year by year and is now only about one-half the number at its maximum.” It is eighteen years ago since Japan began her heroic measures to stop the opium-smoking habit, and to-day what do we find? Though the number of licensed smokers has decreased, we are told, year by year, until there are now on the books only half the maximum number licensed at the beginning of the campaign, we see, nevertheless, that the value of the opium import into Formosa has risen from Yen 1,570,947 in 1897 to Yen 3,773,771 in 1913. So that, while Japan gains kudos for reducing by one-half in eighteen years the number of licences issued to “confirmed opium smokers,” she must be making a handsome profit from the enormous rise in the value of the drug. Unfortunately, the official publication from which we glean this information gives only the value and not the quantity of the drug imported, but we know that the price of opium has risen greatly in recent years and we assume that the quantity imported has been undergoing a decline corresponding with the decline in the number of licensed smokers in the island. We imagine that the increased value of the import has meant increased profits to the Government, and conscience is salved by the announcement that “the revenue derived from opium is devoted to the promotion of public welfare, so that beneficial results are obtained from an evil habit.” For many years this comfortable doctrine obtained in Hongkong also, and the yearly rent of the Opium Farm represented a very substantial contribution towards “the promotion of the public welfare” in this Colony. The taxpayer will be eager to learn how the revenue of the Colony has been affected by the abolition of the Opium Farm, in favour of a Government monopoly created for the express purpose of killing the trade long to wait for the information. If, like the Government of Formosa, we can show a decline in the number of consumers and at the same time a large increase in profits, the Anti-Opium Society in England and the local taxpayer may both find ample cause for satisfaction.

A Chinese shopkeeper, residing at Reclamation Street, Yau-mat, has informed the police that a thief entered his store and stole 100 bags of salt, valued at \$100.

During the past week two cases of diphtheria (one British and one Chinese) and four cases of enteric fever (one Indian and the remainder Chinese) were reported. The Colony was again free from plague.

At the Marine Court yesterday several boatmen were fined for a breach of the Harbour regulations by travelling during prohibited hours. One man was sent to gaol for six weeks for dumping a piece of lead, believed to have been stolen from the prize ship *Tannefeld*, lying in the Harbour.

The Hongkong Stockbrokers Association received yesterday from the Secretary of the Shanghai Association a cable stating that the Committee have decided that the August, September and October settlements shall be postponed to November, accounts to bear interest at the rate of 3 per cent.

Inspector Lamont prosecuted an unemployed Indian who was formerly in Shanghai for being drunk and disorderly at Hung-hom, and for throwing stones at Indian soldiers in uniform. He was fined \$5 on each charge, and cautioned against throwing stones at soldiers in His Majesty's uniform.

The new Yangtzepoo Cotton Mill Ltd. which has been formed to acquire the plant and machinery of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd. (in liquidation), and the business, plant, machinery, buildings and land of the Yangtzepoo Cotton Mill at Shanghai belonging to Messrs. Jardine, Matheson & Co., Ltd., has fixed its capital at Shanghai Tls. 1,500,000 divided into 5,000 cumulative preference shares of Tls. 100 each and 200,000 ordinary shares of Tls. 5 each. By advertisement appearing in another column subscriptions at par are invited for the 7 per cent. cumulative preference shares, and for 25,000 ordinary shares.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE MOMENTOUS BATTLE IN FRANCE.

GERMANS DRIVEN BACK THIRTY MILES.

LONDON, October 18th.
9.50 p.m.

The Official Press Bureau says that the British troops have made good progress in the northern area.

During the last few days the Allies have driven the enemy back more than 30 miles.

LONDON, October 18th.
5.55 p.m.

A Paris communiqué says:—

The Belgian Army in Belgium vigorously repulsed several attacks against the crossings of the Yser.

The Allies' Left Wing north of the La Bassée Canal occupied the front of Civenchy.

The Allies at Fromelles have re-taken Armentières.

We made marked advance yesterday north of Arras, and slightly progressed at certain points between Arras and the Oise.

The situation in the Centre and on the Right Wing is unchanged.

LONDON, October 18th.
12.45 a.m.

The communiqué published in Paris at 11 o'clock in the evening says:—

Last night the Germans essayed two violent attacks north and east of St. Die. They were repulsed with serious losses to the enemy.

No other information of importance has been received regarding the day's operations.

OPTIMISTIC PRESS DESPATCHES.

LONDON, October 19th.
6.15 a.m.

Recent Press despatches from France are of an extremely optimistic nature. For example, a *Daily Chronicle* telegram, dated yesterday, states that the Germans have abandoned Courtrai and are retreating sullenly on the road from Tourain to Valenciennes, Cambrai and St. Quentin. They (the Germans) are exhausted with enteric, and the prisoners are sick, starved and weary.

It is suspected in Paris that the German railway communications between Maubeuge and Metz have broken, and the zone between the armies is bog-like.

[FRENCH OFFICIAL TELEGRAMS.]

The following Official Telegrams from the French Government, received by the Consul for France, via Peking, were communicated to us yesterday:—

The Germans have made an advance from Antwerp towards Thielt and Bruges, occupying that town on the 14th; also from Audenarde towards Courtrai. The Germans have evacuated the left bank of the Lys, between Lys and the La Bassée canal, the situation remaining unchanged.

The Germans have occupied defensive positions along the Armentières-Givenchy line, west of La Bassée, and have come in contact with the Allies between La Bassée and Arras.

Violent fighting has taken place at Vermelles; the town remains in the possession of the Allies. Notable progress has been made between Arras and Albert by our forces, who have taken Hannescamps.

In the direction of the Oise and the Somme there is no change. The Germans have shelled the line staked out by Lechelle-Bois-de-Vosges, but have made no infantry attacks.

Between the Oise and the Meuse, the French made an advance towards Craonne, north-east of Berry-au-Bac, and along the Rheims road in the direction of Rheims, taking several German trenches.

Between the Meuse and the Moselle, the French repulsed German attacks south-east of Verdun on the night of the 13th, and made progress on the night of the 14th south of Verdun to the Metz road. The German offensive against Bannesapt, north of St. Die, has been definitely checked.

LATER.

The 15th was marked by fresh progress of the Allies, notably by groups south-east of the St. Mihiel region, south-east of Rheims, the Loire region, north-west of Rheims, and between Bethune and Lens. The Allies again took up the line from Lagorgue to Estaires, and the operations of their troops are extending from the region of Ypres to the sea.

THE FIGHTING “ARETHUSA.”

STORIES OF THE NORTH SEA “CUT OUT.”

The part which the *Arethusa* played in the action in Heligoland Bight is thus described in a letter home from the Fleet in the North Sea:—

Silently through the mist stole the *Arethusa*, her sharp prow hardly disturbing the water, while on each side of her, dimly visible, were the grey forms of her attendant destroyers. For three hours they had moved swiftly south-east. Presently the haze seemed to be growing darker in patches. But no. The patches were a German light cruiser and a large number of destroyers. The sound of the bugle sent the delighted men-in-blue dancing to their stations, and in a moment no sign of life was to be seen, save that the guns slowly converged on the dark shadows before them. When the forward 6 in. gun of the British cruiser spoke—a short, sharp crash that hurt the ears, followed by the duller boom of the bursting shell. It was a fitting beginning for the inferno of noise that immediately followed. It was a fight in the dark, where no man could see how his brother fared, and where it was only just possible to make out the opposing grey shadow, and hammer, hammer, hammer at it till the eyes ached and smarted and the breath whistled through lips parched with the acrid, stifling fumes of picric acid.

Another German cruiser came up, and, ranging by her partner, added to the rain of shells bursting around and upon the struggling *Arethusa*, till, with all save one of her guns silenced, she stood out of the fight for a moment to regain breath. Neither of the enemy's cruisers followed, for both had had all they wanted. Fifty-five strenuous minutes, then, with the wreckage cleared away, the wounded carried below, and her guns again fit for action, the *Arethusa* came back for more. Into the haze she steamed once more, seeking her old opponents, and, having found them, redoubled her previous efforts. Very few minutes sufficed this time. One of the cruisers burst into flame, the other was visibly sinking. The *Arethusa* went on to seek some fresh encounter. Before her there appeared another larger cruiser, and beyond this again big dim shapes emerged from the harbour. But what was this behind her? What was it that the big German cruiser in front was turning to fight? A stray breath of wind disclosed the secret, and through the rift could be seen two more of the light cruiser squadron, and behind them the immense forms of the big battle cruisers. But others had seen them besides the *Arethusa*. The dim shapes that had appeared from the Island Harbour had vanished again. Discretion was the better part of valour. The *Arethusa* devoted herself to rescuing the wounded and the hale from the sinking German ships.

[THROUGH REUTER'S AGENCY.]

THE GERMAN RETREAT.

SIR JOHN FRENCH'S DESPATCH.

BRITISH CEASELESSLY ENGAGED FROM MONS TO THE SEINE AND BACK TO THE AISNE.

“CASUALTIES NOT EXCESSIVE IN VIEW OF THE MAGNITUDE OF THE FIGHT.”

LONDON, October 18th.
7.20 p.m.

The *Gazette* publishes despatches from the British Commander-in-Chief (Field-Marshal Sir John French), in continuation of his report from the 28th August. Sir John says:—

“The British retirement was being followed closely by the enemy's Cavalry, moving South-East from St. Quentin. The enemy's pursuit was very vigorous. I represented my position to General Joffre (the French Commander-in-Chief) on the 29th August, and finally arranged to effect a further short retirement towards Compeigne and Soissons, promising, however, to do my utmost to keep within a day's march of him.

“The Right of the German flank now appeared to seriously endanger my line of communications with Havre. I had already evacuated Amiens, and orders were given to change the base at Lens.

“Despite the severe defeat of the German Guard Corps it was not part of General Joffre's plan to pursue the advantage, and a general retirement on Marne was ordered.

“While closely adhering to the strategic conception to draw the enemy until the situation was favourable for our assumption of the offensive, General Joffre found it necessary to modify his methods from day to day, owing to the developments of the enemy's plans.

“We continued our retirement, and by the 3rd September the British were south of the Marne, between Lagny and Signy Signets. After destroying bridges, we continued our retirement behind the Seine.

“Meanwhile the enemy had crossed the Marne in considerable force, and threatened the Allies all along the line.

“General Joffre informed me on the 5th September that he intended to take the offensive forthwith as the conditions were favourable. Combined movements against the German flank commenced on the 6th September. A great battle was opened, stretching from Mononville to the north of Verdun, and was concluded on the 10th Sept., when the Germans had been driven back to Lille, Soissons, and Rheims, losing thousands of prisoners, many guns, and enormous masses of transport.

“We have changed their plan, determining to stop the advance direct on Paris, for air reconnaissances on the 4th September showed that the main columns were moving south-east.

“I conceive that it was about noon on the 6th September that the enemy realised that a powerful threat was being made against their flank, and began a general retreat.

Although he regrets heavy losses, Sir John French thinks they are not excessive in view of the magnitude of the fight.

“From Mons to the Seine and back to the Aisne,” he says, “the British were ceaselessly engaged without a single day's halt or rest.

“On the morning of the 13th September, I ordered the British advance to cross the Aisne. The enemy retired in the evening, and thereafter made a determined stand, strongly entrenched in a line from North of Compeigne along the valley of the Aisne to beyond Rheims. The enemy's position was strengthened by siege artillery brought from Maubeuge, which fell a few days previously.

“On the 19th September, I learned that General Joffre had made a new plan of attack to envelop the German Right. General Castelnau developed the action on the Left on the 23rd September, causing the enemy to withdraw considerable forces from the Centre to the East.

“The enemy's opposition, which had weakened, showed renewed activity. Attacks were continuous until the 28th September, the enemy making a last great effort to establish ascendancy, but they were everywhere unsuccessful, suffering heavy losses.”

Sir John warmly praises the various branches of the Service, and concludes:—“The fact that between the 12th September and the 8th October the total casualties were 561 officers and 12,990 men proves the severity of the struggle. The Battle of the Aisne once more demonstrated the splendid spirit, gallantry, and devotion animating the officers and men.”

THE PHILIPPINE INDEPENDENCE BILL.

“The Jones Bill passed the House of Representatives last night,” says a cable received last Thursday evening by the Governor-General of the Philippines. The Bill was amended in several of its paragraphs, the chief changes being the following:—

Section 3 is amended to read: “That no law shall be enacted in the said islands which shall deprive any person of life, liberty or property without due process of law, or deny any person therein the equal protection of the laws, and private property shall not be taken for public use without just compensation.

A further amendment to the same section reads: That no law granting a title of nobility shall be enacted, nor shall the law of promogeniture ever be in force in the Philippines.

And further: “That slavery shall not exist in said islands nor shall involuntary servitude exist therein except as a punishment for crime whereof the party shall have been duly convicted.”

Another amendment provides that no religious test shall be required for the exercise of civil or political rights. No public money or property shall ever be appropriated, applied, donated or used directly or indirectly for the use, benefit, or support of any sect, church, denomination or system of religion or for the use, benefit, or support of any priest, preacher, minister or other religious teacher or dignitary or sectarian institution. A further amendment is that polygamous or plural marriages are for ever prohibited.

Relative to the public lands of the islands the bill provides that the Governor General shall have the right to administer them, and an amendment adds “and dispose of.”

The Bill will come up in the Senate during the week.

RETIREMENT OF DR. JOHN BELL.

Dr. John Bell, who for the past eleven and a half years has been the Superintendent of the Government Civil Hospital and Lunatic Asylums in Hongkong, is leaving for home to-morrow on his retirement from the Colonial service. Dr. Bell joined the Government service in Hongkong as an assistant surgeon in June, 1896, and acted as Superintendent of the Civil Hospital for about six weeks in his first year of service. In 1900-1901 for a whole year he acted as Principal Civil Medical Officer and President of the Sanitary Board. His appointment as Superintendent of the Civil Hospital and the Lunatic Asylums dates from March, 1903, but on three occasions since then he has acted for varying periods as Principal Civil Medical Officer.

When it is remembered that the Civil Hospital contains 150 beds in 19 wards, that the in-patients average about 2,800 a year and the out-patients well over 15,000 a year, it will be appreciated that the position of Superintendent of the Civil Hospital is no sinecure, and at the same time these few figures will lend emphasis to the remark that the confidence felt by the general public in the Hospital is in itself an eloquent if silent tribute to the success of Dr. Bell's work.

Many who have had occasion to feel grateful for his professional skill and kindly attention at the Hospital, will join Dr. Bell's more intimate friends in wishing him and Mrs. Bell a safe voyage home and many peaceful and happy years in which to enjoy a well-deserved pension.

We understand that Dr. W. V. M. Koch (M.D. and Master of Surgery), who has been the Assistant Superintendent at the Civil Hospital during the whole of Dr. Bell's time as Superintendent, succeeds to the position, and the appointment, we need scarcely add, is one which will give general satisfaction.

EUROPEANS WOUNDED BY KWANGSI PIRATES.

A telegram was received by the Hongkong office of the Standard Oil Co. of New York yesterday reporting that two of the Company's employees, Messrs. F. H. Tyson and W. R. Marshall, had been attacked and wounded by pirates in Kwangsi Province. There are at present no details of the outrage, or of the extent of the injuries of the unfortunate men, who were on an inspection tour by river. Mr. Gallagher, another of the Company's employees, has gone to the scene with doctors and nurses. The affair has been reported by the American Consul-General at Canton to the Chinese authorities.

CORRESPONDENCE.

ITALY AND THE WAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR.—In your issue of the 16th inst. there was the following paragraph, which might receive credence by being quoted in your valuable paper:—

"The Daily Mail states that all kinds of trades, steamship lines and railways in Italy are suffering from a shortage of coal. Nearly all the coal used in Italy comes from England, and although the British Government has given permission for coal to be sent, English shippers have not complied, probably fearing that the Italians cannot pay."

This paragraph contains several falsehoods, and a silly remark:—

- 1.—There were large stocks of coal in Italy at the beginning of the war; the railways especially had large stocks.
- 2.—These stocks have been enormously increased since the war.
- 3.—The coal has come from England and the United States.
- 4.—For many years the financial situation of Italy has been excellent, probably the best in Europe; we were able to carry out the war in Tripoli for two years without loans, only with the surpluses.

If the ignorant writer had known the history of his own country, he would have remembered the Peruzzi and the Bardi before making a foolish and uncalculated insinuation. English business-men (a shrewd class) knew better than leave all the good business to the Americans.—Yours faithfully,

Z. VOLPICELLI.

Hongkong, 18th October, 1914.

At the Summary Court yesterday, the part-heard action brought by the Chun Kee firm of 88, Queen's Road Central, against H. Pirry, of the same address, to recover \$235 alleged to be due as rent of the first and second floors of the premises named, again came before Mr. Justice Hazledorn. At the former hearing it was stated that on the previous day defendant was arrested on an affidavit sworn to by plaintiff, and damages were claimed. Defendant's solicitor submitting that the arrest was wrongful and certain statements in the affidavit were inaccurate. His Lordship found that defendant's arrest was wrongful and awarded him \$250 as damages against plaintiff. On the claim he found for plaintiff for \$65 and costs.

AFTER TWO YEARS.

PROGRESS OF HONGKONG UNIVERSITY.

[CONTINUED.]

The annual meeting of the Court of the University of Hongkong, held on Thursday last, serves to remind us of the progress made by that excellent institution. It is a little difficult to take our thoughts away from the arena of conflict in Europe, but we must remember that one of the most important duties of the non-combatants of the British Empire is to take every step possible to stimulate trade for the home country. Hongkong, in common with all of our colonies, has of course suffered from the effects of the war upon the volume of business done; but our sufferings are negligible as compared with those who have borne the brunt in the firing line. The question which every Colony must be asking itself now is, "What have we done for the Empire in the past?" The Colony of Hongkong has no reason to be ashamed of the answer. It has been the centre of British enterprise in the Far East. For many years it has encouraged education. The University was created with very definite objects. It was to be a practical expression of the theory of British Colonial Government, inasmuch as it was primarily to benefit the inhabitants of the Colony of Hongkong. But it was also to show, very definitely, that Great Britain intended to maintain her prestige in the Far East. Our astute rivals in trade, now our ruthless foes in war, subsidised their only Colony in the Far East, and coerced German manufacturers to support the school of technology situated in their sphere of influence. The reply was made, not by the paternal Government of Britain, but by the little island of Hongkong. The appeal for funds for the University carried with it the conviction that the whole of the Far East must benefit by the establishment of this centre of learning. It is well to remind ourselves of the fact that a Parsee raised the magnificent buildings as a monument of his gratitude to that freedom-loving Empire of which he was a citizen, and that over a million dollars were subscribed by Chinese who had faith in the word of a British Administrator. Further, we must never forget that hundreds of firms in the old country contributed expensive equipment at a critical time in the history of the University, because they accepted the statement that the Colony of Hongkong was determined to assist in the development of the vast territory of China. Most of the support which the University has obtained has been furnished on broad humanitarian grounds, and that spirit is the foundation upon which has been built the Colonial Empire of Britain. But the colonist, grateful for his inheritance of liberty, will do his utmost for the land which gave him that priceless gift, and there is no doubt whatever that, as China develops, her most enterprising and successful pioneers will be graduates of our own University.

LOCAL EXAMINATIONS.

As we glance over the annual report to the Court we are struck with the number of new appointments made last year and the high qualifications of the Professors and lecturers appointed. The staff of the University now consists of the Vice-Chancellor, Sir Charles Eliot, C.B., K.C.M.G., etc., eight Professors and ten lecturers who devote their whole time to the University, and also eleven part-time lecturers. We must not expect too much as a result of two years' work, but we can say sincerely that the record thus set forth in official language exceeds the most sanguine expectations of the founders. In the Medical Faculty the course is five years and in Engineering and Arts it is four years. Thus, as there were 121 Undergraduates in the second year of the life of the University, we may reasonably hope to see the total up to 250 in two or three years' time. But that will by no means be the fixed attendance. Each year, as graduates and undergraduates move about the Far East, the advantages of residence in the University will become better known and better understood. If only this missionary work of spreading news concerning the opportunities for training in Hongkong can be carried out effectively, there is no reason whatever why, at the end of ten years, the number of Undergraduates resident in Hongkong should not exceed a thousand.

The report says nothing of the new scheme for Local Examinations to be conducted in various centres by the University, and that is probably because a few months must elapse before the first of these examinations takes place. There is, however, no obvious reason why the details of this scheme should not be announced so that the many school teachers likely to be affected may make the necessary preparations. These examinations should turn the thoughts of candidates towards the University of Hongkong and should be of great service in connecting the schools all over China with the University authorities.

THE STRAITS AND PEKING.

One of the most satisfactory results of the two years' working is that students have already been attracted from places as far South as the Straits Settlements and from as far North as Peking. We understand that the annual fees, which are three hundred dollars for tuition and two hundred and forty for board and lodging, are sometimes considered high, but it is estimated that the student actually saves five thousand dollars in four years if he goes to Hongkong instead of Europe or America.

It is not evident whether there are many European students in the University, but every encouragement is given for them to attend. There are a number of parents in the East who find it inconvenient to send their sons to England. There are several English youths apprenticed to the Dock Companies and other engineering firms, and it is quite evident that they would be much more fully equipped for their work if they took a course of lectures and experiments instead of relying entirely upon rule-of-thumb methods.

At a time like the present it is well to take long views and to continue as far as possible our routine work despite the all-engrossing nature of the struggle in Europe. We must do our utmost, as a Colony, not only to assist just now in whatever way is possible, but to prepare for the future. It is most important that the friendly nation of China should appreciate British ideals and that the most intellectual of her sons should be trained in a British Colony. For those, and many other reasons, it is good to know that our local University continues to develop and seems destined to become the centre of Western learning for the Far East.

THE OBSTRUCTION IN THE PANAMA CANAL.

Messrs. Dowdell & Co., Ltd., inform us that they have received from their head office in London, who are the London Secretaries of the New York Conference, a cable advising them that the obstruction in the Panama Canal is expected to be removed shortly, and requesting them to make no change in proposed sailings in the meantime. Messrs. Dowdell & Co. therefore, expect to dispatch the s.s. *Albion* on or about the 28th inst. for New York via the Panama Canal.

FRENCH CONVENT SALE OF WORK.

The annual sale of the articles made by the orphans at the French Convent was opened yesterday by Lady May, and will continue throughout the week. There was a large number of visitors to the sale yesterday, among them being Bishop Pozzoni, the French Consul-General (M. Gaston Liebert), and Father Robert. The exhibition of embroidery work, for which the Convent has a high reputation, was one well worth seeing, the designs, chosen with great care by the Sisters, being very beautiful.

As usual, a number of Hongkong ladies volunteered to officiate at the stalls, of which there were six. The stall-holders were:—

- a. Refreshment stall—Miss May, Mrs. Lennox Bird, Mrs. H. W. Bird, Mrs. Looker, Mrs. Lee, Miss Baker Brown, and Miss Cunningham.
- b. Stall—Mrs. Maitland, Misses Gordon (2), Mrs. P. M. Hodgson, Miss Henriksen, and Mrs. Bishop.
- c. French Convent's Stall—The Misses Liebert, Miss Hoskyn, Mrs. Holyoak, and Mrs. Tisdall. Above this stall were displayed the national flags of the Allies.
- d. Stall—Mrs. R. Hancock and Miss Leach.
- e. Stall—Messdames Pollock, Anderson, and Leefe.
- f. Stall—Messdames Stedman, Saunders, Black, Lindsay Wood, and Smalley.

THE NEED FOR "STEADY TRADE."

Messrs. Wm. Powell are issuing the following letter to their patrons and the public generally:—

"In appealing to you for the continuance of your kind patronage and support, we would ask you to appreciate the fact that in making our usual Autumn and Winter purchases (for which we have fulfilled all our obligations to home manufacturers) we expressly refrained from curtailing our indebtedness. We had no fear that our patrons in Hongkong would depart from their usual habits, or would desire to restrict their purchases, but that in time of war and distress at home, being imbued with the true spirit of patriotism, they would realise that in endeavouring to carry on as far as possible as in normal times, they will be helping to keep British Mills and Workshops still busy, and thereby keep thousands of our people from unemployment and distress."

SUPREME COURT.

IN CRIMINAL JURISDICTION.

Monday, October 19th.

BEFORE THE CHIEF JUSTICE (MR. H. H. J. GOMPERTZ).

RIBEIRO PLEADS GUILTY TO FORGERY.

Rodrigue-Alveiro-Feira-Ribeiro (49) a clerk, was charged on three counts with forgery, to which he pleaded guilty. The Crown Solicitor (Mr. P. M. Hodgson) prosecuted, and Mr. F. C. Jenkin, defended.

The Crown Solicitor said the three charges to which prisoner had pleaded guilty were; on November 13th, 1913, forging a cheque of \$200 in the name of Mr. L. N. Lee, secretary of the China Association; on February 2nd, 1914, forging a cheque also in the name of Mr. Lee; and of fraudulently obtaining or making application to the Hongkong and Shanghai Bank for a cheque book. Prisoner, in the course of his work had access to the cheque books of the China Association as he drew cheques for Mr. Lee to sign. There were no counterfoils corresponding to the two cheques which prisoner forged, as he had apparently torn them from the book. The bodies of the cheques were clearly in the handwriting of prisoner. The circumstances of the third charge were more elaborate than the others, and the accused seemed to have adopted some curious methods in connection with it. He went to the Nomura Hotel (Japanese) on January 17th, registering in the name of R. W. W. and from there sent to the Hongkong and Shanghai Bank a cheque in the name of the comprador of Reiss & Co. requesting that the cheque book of 25 blank cheques be sent by the bearer, a Japanese boy employed in the hotel. The bank did not send the cheque book, as their suspicion was aroused by the cheat, and inquiry of the comprador proved that he did not write the application, which was written on the notepaper of the China Association. On February 2nd, the day the cheat was sent, defendant obtained half a day's leave from the office, and absconded to Colombo, where he lived under an alias. He was arrested at Colombo and brought to Hongkong for trial.

Mr. Jenkin said he was instructed only an hour ago to address his Lordship on behalf of the prisoner. Ribeiro stood before his Lordship as a penitent man. He pleaded guilty on his own initiative, and not from any advice given, and Counsel wished to base what he had to say upon the point that the laws of the Colony, as with all human laws, were framed not for the punishment of sin but for the prevention of crime. Proceeding Counsel said that prisoner was little more than a school-boy. He was 19 last March and left the playground only 3 years ago. He was a native of Rio de Janeiro, Brazil, and was a member of the Jardim Botânico men did, lived beyond his means. He had access to the cheque books, and being in financial stress, was tempted and fell. The circumstances of prisoner's family life, Mr. Jenkin proceeded, were matters which his Lordship should know. Prisoner had an aged father, holding a position of trust and responsibility in the Colony; and his brothers were in similar circumstances. His mother was an aged woman. The family was a good one and prisoner, the youngest son, was the "black sheep" of it, and a very young "black sheep" at that. If his Lordship was going to correct this boy, who was still legally in the charge of his parents, and make sure that he would not transgress again, the fright he had had since his arrest at Colombo on June 10th, his incarceration at Colombo, and the anguish which even a man in the dock would realise his parents had felt, were circumstances which he might heed. Mr. Jenkin pointed out that throughout the proceedings prisoner had raised no defence. At the police court he pleaded not guilty upon the advice of his solicitor, and though he knew he had committed a moral wrong, a moral wrong was not always a legal wrong. Possibly, if his Lordship sentenced prisoner to a month's imprisonment, it would date from the time of his arrest it would meet the case.

His Lordship intimated that he would like to speak to Counsel, and after conversing with the Crown Solicitor and Mr. Jenkin in private said the offences were serious and he was unable to regard them in any other way than as forming part of a course of crime. If prisoner had fallen once it would have been different. Taking the circumstances of prisoner's family into consideration he could not do less than pass sentence of two years' imprisonment on each charge, the sentences to run concurrently.

His Lordship agreed to allow the sentence to run from July 31st, the date of prisoner's detention in Victoria Gaol.

ARMED ROBBERY.

Shing Muk, Wong Kai On, Lan Tung and Lan Fung were charged with committing, along with a man not in custody, an armed robbery at a house in Kowloon City on September 15th.

The Crown Solicitor explained that five men visited a two-story house at Kowloon City during the night of September 15th, broke down the door, and overawing the inmates by threatening them with daggers and a pistol, robbed the place. They carried off included torches, portions of which were produced in court.

After hearing evidence, Shing Muk and Lan Fung were found guilty and sentenced to five years' hard labour, the other two men being found not guilty and accordingly discharged.

ALLEGED BRIBERY.

The case in which one Chan Yu Shing is charged with accepting bribes of \$12 and \$2 with a view to influencing his conduct in the public service was adjourned to the next sessions, the Crown Solicitor explaining that the man, who had absconded, was only re-arrested a few days ago.

WAR NEWS.

THE KAISER'S CAPITAL IN WAR-TIME.

WOMEN FORBIDDEN TO WEAR MOURNING.

MOBILISATION ORDERS DATED 1912.

Dr. Poutsma, one of the South African Labour leaders, who was among the last British subjects to leave Berlin, contributes another interesting article to the *Daily Citizen* of September 19th on his impressions of the German capital in war time.

That the Germans were prepared for all eventualities for some considerable time was evidenced, says Dr. Poutsma, when the Kaiser's war proclamations were posted up in Berlin, and of course, throughout Germany, ordering the mobilisation of the entire army and fleet. Those proclamations, printed in two colours, red and black, were all dated 1912.

The 2 was struck out with blue pencil and the figure 4 added. Every following day additional proclamations were issued, and I noticed that practically every one had been printed two years ago. When later on the Landsturm mit Waffe was called out again the proclamations showed that two years ago they had been considered and printed.

The Germans have two kinds of Landsturm, mit and ohne Waffe (armed and unarmed). The last-named has not been called out as yet, and of the Landsturm mit Waffe only a very small percentage is actually in the field.

WAR OF DEFENCE. It is, of course, never good policy to despise your enemy, and it is therefore just as well to tell the English people about the determination and wonderful enthusiasm of the Germans. They believe, first of all, that the present war is a "Vertheidigungskrieg" (defensive war); and that their Kaiser is a peace-loving man, and that the country is now brutally attacked by their jealous enemies. Everything goes like clockwork. Every one knows exactly what he has to do and where he has to be. The officers allowed the women to decorate the trains with greens and flowers, and almost every soldier had a flower in the muzzle of his rifle.

The women are undoubtedly very courageous. It was seldom that I witnessed a sobbing one, when her husband, brother, or son was departing. They all said: "We know we shall never see them again, but they must go for 'Vaterland and Kaiser'."

In Germany the railways are all State-owned, and it was evident in these days that every possible preparation for the transport of troops was made in the past. The Government has got an enormous amount of rolling stock, more than actually required; at every station hundreds of trucks of all kinds were standing idle.

Whether correct or not, I cannot say, of course, but when I left on August 27, it was generally admitted that six million troops were under arms. The total strength would be eventually twelve millions, not taking into account the hundreds of thousands of volunteers, and over a million men above fifty who would be called upon, if need be, to guard and look after the prisoners of war.

The authorities in Berlin are anxious to keep the capital as far as possible as in normal times. Nothing is allowed that might dishearten the people. When some families had received the news of their relatives having been killed in battle, and the womenfolk appeared in mourning, a notice in advisory form was posted up everywhere, practically forbidding the women to appear in black. They were advised to postpone such public signs of sorrow till after the war!

NO THEATRES. They are generally very much in earnest about the whole affair. For instance, in the homes no piano is heard. They all say it is not the time to play music of a frivolous nature. All the theatres and operas have closed.

The first two days there was a run on the banks and the Sparkassen (savings banks), but that was soon suppressed. The banks are conducting their business in the ordinary way, only gold is not being paid out. Business firms have, however, a certain amount of gold in circulation, and when I left no emergency notes of any kind were issued. A moratorium has not been declared as yet.

There is, of course, much distress, especially among the relatives of those who have gone to the front. The Government is paying six marks per month to the wives of the reservists and two marks for every child. Some of them get in addition a certain amount from the trade union to which the man belonged.

BRITISH AND GERMAN NAVAL LOSSES.

The following official telegram was received by the Legation at Peking from the Foreign Office dated 19th October:—

"According to an account published in certain foreign newspapers, no doubt on information supplied from German sources, British naval losses amount to one battleship, namely, *Fingard II*, ten cruisers, four destroyers, one scout, one gun-boat and one submarine.

As a matter of fact we have lost in war-like operations six cruisers—two light and four old type—and one gun-boat and, as a result of accidents, the *Fingard II*, an old hulk fitted for training engineering artificers, one submarine and one armed merchant cruiser.

The Germans have lost five cruisers and two armed merchant cruisers and one mine-layer, one destroyer, one torpedo-boat and one submarine.

Since that date some additions have been made to both lists, which may now be set out as follows:—

BRITISH.	
Cruisers	7
Gun-boat	1
Training Hulk	1
Submarine	1
Merchant cruiser	1
GERMAN.	
Cruisers	5
Destroyers	2
Merchant cruisers	2
Mine-layer	1
Torpedo boat	1
Submarine	3

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, D.C.H.K.V.R.

1.—Nos. 1, 2 and 3 Companies will parade on Tuesday, the 20th inst., and Thursday, the 22nd inst., at 6 p.m., on the Cricket Ground.
Dress:—Drill Order.
L. G. Brad, Capt., Adjutant, H.K.V.R.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LEUT.-COL. A. CHAPMAN, V.D.

PARADES.

1.—Parades for to-day (Tuesday):—
6 a.m. Last joined recruits under Sergt. Major Highy.
Scouts Company under Company Officers.
Centre Section M.G. Co. Aiming Drill and Musketry Instruction under Sergt. Major Murphy, D.C.I.I.
5.15 p.m. Recruits Left Section M.G. Co. fall in at Short Range, Kennedy Road, for Musketry under S.M. Murphy, D.C.I.I.
5.30 p.m. Signalling Section under Sergt. Major Highy.
Right Section M.G. Co. Machine Gun Instruction under Staff Officers. (Fall in at Headquarters without rifles.)
Remainder Group 1 and 2 under Company Officers.

DETAILS.

On duty: Group 3.
Officers on duty: Capt. Wood, Capt. Stewart and 2nd Lieut. Cunningham.
Orderly Officer: 2nd Lieut. Cunningham.
To furnish Guard to-night: Scouts Company.
Orderly Sergeant to-night: Sergt. Hegarty.
C. V. S. SKRIMSHIRE, Capt., Staff Officer H.K.V.C.

INTIMATIONS

SCALES AND DANDRUFF ON HEAD

Baby's Head a Mass. Night After Night was Sleepless. Itching Burning Pimples Spread Over Face. Used Cuticura Soap and Ointment. Now Well Again.

Here's Cuticura, Halse, N.Y. Brooklyn, New York, Eng.—"When my baby was five months old his head became a mass of scales and dandruff. Then on his face came red pimples running clear water. Night after night was sleepless, we could not get him to sleep. His hands had to be constantly prevented from scratching. The pimples caused itching and burning. They told me it was eczema. It began to spread all over his face. He suffered seven months and was a dreadful sight so that I was ashamed to take him out.

"Treatment did no good and it began to spread all over his face. I tried all sorts of ointment which failed to do any good and it got worse instead of better. So I saw an advertisement of Cuticura Soap and Ointment and at once I sent for a sample. After the first dressing the itching and burning disappeared. I used Cuticura Soap and four boxes of Cuticura Ointment and now he is well again." (Signed) Mrs. W. Shepard, Jan. 24, 1914.

Samples Free by Post

Cuticura Soap and Ointment are sold everywhere. A single set is often sufficient. Sample of each with 32-p. skin book free from nearest depot. Address: F. Newberry & Sons, 27, Charterhouse St., London, or Foster D. & Co. Corp., Boston, U. S. A.

[96-4]

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

FALCON LAGER BEER.

A DUTCH BEER FAMOUS

AT HOME AND ABROAD FOR

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EXCELLENCE.

CHEAPNESS.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

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The O.S.K. str. *Tacoma Maru* left Manila for Hongkong on the 18th October, and is due here on the 21st October, at noon.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	MALTA	Noon.	See Special
OF CALL	Capt. G. W. Cockman, R.N.E.	23rd Oct.	Advertisement.
SHANGHAI, MOJI, KOBE	NELLORE	About	Freight and
and YOKOHAMA	Capt. J. Gaunt, R.N.E.	25th Oct.	Passage.
SHANGHAI	NANKIN	About	Freight and
	Capt. Owen Jones, R.N.E.	27th Oct.	Passage.
LONDON AND GENOA VIA	CANDIA	About	Freight.
SINGAPORE, PENANG,	Capt. R. E. Peel	28th Oct.	
COLOMBO, PORT SAID,			
and MARSEILLES			

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th October, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU AND ILOILO	"CHINHUA"	On 20th Oct., 4 P.M.
PAKHOI and HAIPHONG	"SUNGKIANG"	On 21st Oct., 10 A.M.
SHANGHAI	"KANCHOW"	On 22nd Oct., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 24th Oct., Noon.
SHANGHAI	"LUCHOW"	On 25th Oct., D'light.
MANILA, CEBU AND ILOILO	"TAMING"	On 27th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGKOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—
Hongkong, 20th October, 1914.

BUTTERFIELD & SWIRE,
AGENTS.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	27th Oct.	On 10th Nov., 10 A.M.
ST. ALBANS	21st Nov.	On 18th Dec., 10 A.M.
EASTERN	13th Dec.	On 8th Jan., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to

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APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

149

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 20th Oct., at 1 P.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 23rd Oct., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 27th Oct., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 21st Oct., at 1 P.M.
		SUNDAY, 26th Oct., at 10 A.M.

For Freight and Passage, apply to—

DOUGLAS LARAIAK & Co.,
GENERAL MANAGERS.

Hongkong, 20th October, 1914.

14

TOYO KISEN KAISHA. NIPPON YUSEN KAISHA



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots ...	TUES., 20th Oct.
TENYO MARU	22,000—21 knots from Nagasaki	14th Nov.
SHINYO MARU	22,000—21 knots ...	TUES., 8th Dec.
FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	£96.10.
" " " SAN FRANCISCO	£45. ...	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots ...	Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

212

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	PROPOSED SAILINGS:	FROM COLOMBO:
28th Oct.	"GUJARAT"	17th Nov.

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

331

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 29th Oct., at 4 P.M.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 11th Nov., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
FOR FOCHOW VIA SWATOW AND AMOY.		
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 21st Oct., at Noon.
FOR TAMSUI VIA SWATOW AND AMOY.		
"DAIGI MARU"	S. Tokushige	SUNDAY, 22nd Oct., at 10 A.M.
"DAIJIN MARU"	K. Murakami	SUNDAY, 1st Nov., at 10 A.M.
FOR ANPING AND TAKAO VIA SWATOW AND AMOY.		
"BOSHU MARU"	K. Hattori	THURSDAY, 26th Oct., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soen Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

Second Floor, No. 1, Queen's Building.

774

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU Capt. Mura	35,000	WEDNESDAY, 21st Oct., at 10 A.M.
	ATSUTA MARU Capt. Yoshikawa	16,000	WEDNESDAY, 4th Nov., at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU Capt. Nagasuyo	12,500	TUESDAY, 20th Oct., at 4 P.M.
	AKI MARU Capt. Noma	12,200	TUESDAY, 3rd Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. R. Takoda	9,800	FRIDAY, 23rd Oct., at Noon.
	HITACHI MARU Capt. T. Sato	13,500	WEDNESDAY, 18th Nov., at Noon.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	SANUKI MARU Capt. Date	12,500	SATURDAY, 24th Oct.,
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Torada	5,000	THURSDAY, 29th Oct.,
MOJI and KOBE	CEYLON MARU Capt. Naguchi	10,000	SATURDAY, 24th Oct.,
SHANGHAI and KOBE	COLOMBO MARU Capt. Sakamoto	9,800	SATURDAY, 24th Oct.,
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tomioka	12,500	SUNDAY, 1st Nov., at 5 P.M.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Teranaka	15,000	MONDAY, 26th Oct., at 11 A.M.

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.

FOR AMERICA.

AKI MARU	Displacement.	Leave Hongkong.
SADO	12,500 Tons	Tues., 26th Jan.
YOKOHAMA	12,500	5th Feb.
AWA	12,500	23rd Feb.
SHIDZUKA	12,500	9th Mar.
TAMBA	12,500	23rd Mar.
AKI	12,500	6th Apr.
SADO	12,500	20th Apr.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

18-9-10

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	to	Leave	Leave	Connecting Steamer	to	Leave	Leave	Due at
YOKOHAMA	COLOMBO.	HAI	KONG.	MARSEILLES and LONDON	MARSEILLES	1st	2nd	PLYMOUTH (London 1 day later)
p.m.		6 p.m.	Noon.					
Thurs.								
	MALTA	Oct. 23	MOLDAVIA	Nov. 20	Nov. 26			
	NANKIN	Nov. 2	KHYBER	Dec. 4	Dec. 10			
Nov. 9	NUBIA	Nov. 16	MEDINA	Dec. 18	Dec. 24			
	ORIENTAL	Dec. 1	MONGOLIA	Jan. 1	Jan. 7			
	MALTA	Dec. 14	MALWA	Jan. 15	Jan. 21			

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £65. Return £97.	
"B"	" " " £59. " £89.	
2nd Saloon "A"	" " " £44. " £66.	
"B"	" " " £40. " £60.	
1st Saloon "A"	Accommodation Single £61. Return £91.	
"B"	" " " £55. " £85.	
2nd Saloon "A"	" " " £42. " £63.	
"B"	" " " £38. " £57.	

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HANA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NEILLS	Due at LONDON
	about	about	about	about	about	about
NELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
NAGOYA	Dec. 7	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £45 Single; 2nd Saloon £33 Single

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

74

POST OFFICE NOTICE.

The Service to Teligian is suspended.
A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the Lane off Des Voeux Road.

The MAIL FROM LONDON (via Siberia) of Saturday, the 19th ult., is due to arrive here to-day.

The MAIL FROM LONDON (via Siberia) of 20th ult., is due to arrive here to-morrow.

The AMERICAN MAILER Manchuria is scheduled to arrive here on Thursday, the 22nd inst.

The MAIL FROM EUROPE is expected to arrive here on Thursday, the 22nd inst.

FOR	DATE
Holchow, Haiphong and Pakhoi...	Tuesday, 20th, 8.00 A.M.
Seigon	Tuesday, 20th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, CANADA VIA SAN FRANCISCO	Tuesday, 20th, 10.00 A.M.
(EUROPE via SIBERIA)	(Registration with late fee of 10 cents up to 10.30 a.m.)
(To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 11.30 a.m. on Monday, the 26th inst.)	Registration Kowloon B.O. 9.30 A.M.
Letters ...	11.00 A.M.

Swatow, Amoy and Foochow	Tuesday, 20th, 1.00 P.M.
Philippine Islands	Tuesday, 20th, 3.00 P.M.
Formosa via Koolung, Shanghai, North China, Japan via Sui, Victoria, B.C., Seattle (Wash.), and United Kingdom via Canada	Tuesday, 20th, 2.30 P.M.
Letters ...	3.00 P.M.

Pakhoi and Haiphong	Wednesday, 21st, 9.00 A.M.
Holchow	Wednesday, 21st, 9.00 A.M.
Swatow, Amoy and Foochow	Wednesday, 21st, 9.00 A.M.
Batavia, Samarang, Soerabaya and Fort Moresby (via Batavia)	Wednesday, 21st, 11.00 A.M.
Letters ...	Noon

Swatow, Amoy and Foochow	Wednesday, 21st, 9.00 P.M.
Philippine Islands	Thursday, 22nd, 9.00 A.M.
Formosa via Koolung, Shanghai, North China, Japan via Sui, Victoria, B.C., Seattle (Wash.), and United Kingdom via Canada	Thursday, 22nd, 3.00 P.M.
Letters ...	3.00 P.M.

Swatow, Amoy and Foochow	Friday, 23rd, 9.00 A.M.
Philippine Islands	Friday, 23rd, 9.00 A.M.
Formosa via Koolung, Shanghai, North China, Japan via Sui, Victoria, B.C., Seattle (Wash.), and United Kingdom via Canada	Friday, 23rd, 1.00 P.M.
Letters ...	1.00 P.M.

Swatow, Amoy and Foochow	Friday, 23rd, 4.00 P.M.
Philippine Islands	Friday, 23rd, 4.00 P.M.
Formosa via Koolung, Shanghai, North China, Japan via Sui, Victoria, B.C., Seattle (Wash.), and United Kingdom via Canada	Friday, 23rd, 10.00 A.M.
Letters ...	10.00 A.M.

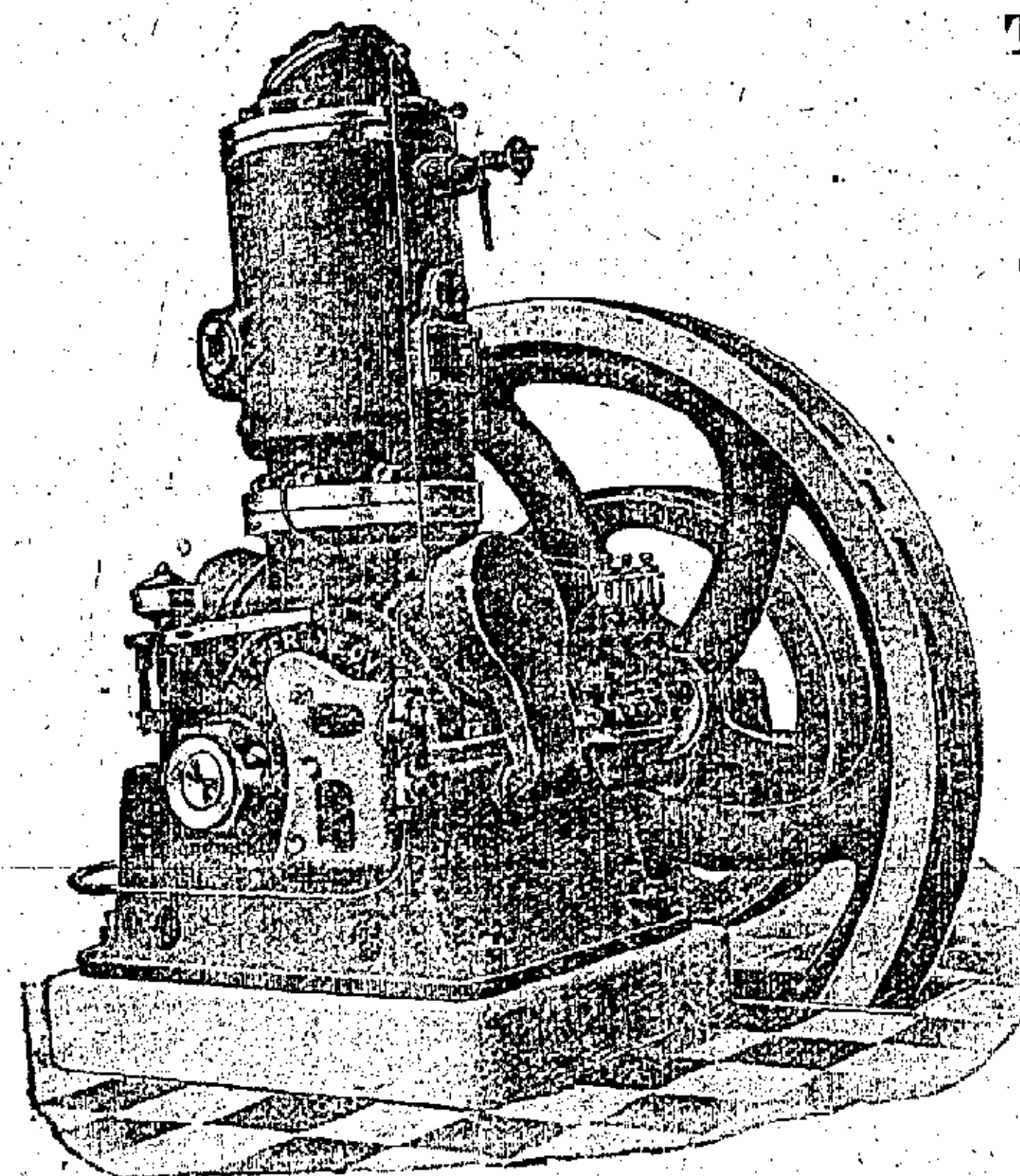
WM. C. JACK & CO., LTD.

14, DES VOEUX ROAD, HONGKONG.

SOLE AGENTS FOR
THE PETTER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES
AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.

Electrical Repairs and
Installations Undertaken;
Electro-Plating in all its
Branches.



THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Stays Hongkong for Australia
"CHANGSHA"	17th October	30th October
"TAIYUAN"	21st November	27th November

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Carriage booked through for all Australian, New Zealand and Tasmanian Ports.
For freight or passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 20th October, 1914. TELEPHONE No. 35. AGENTS. (1217)

PASSENGERS.

ARRIVED.
Per *Suwa Maru*, for Hongkong, from Yokohama, etc. Capt. Ehrhardt, Mr. S. Cobb, Mrs. A. D. Copeland, Mrs. M. A. Ceilier, Master Alfred Ceilier, Jr., Miss Yvonne Ceilier, Miss M. Clorta, Mr. W. B. Coffey, Mr. C. W. Durbrow, Mr. W. F. Griffiths, Miss Grace Griffiths, Mr. Tom W. Gunn, Miss M. Hoskin, Mr. O. W. Hughes, Mr. Olof P. Hansen, Miss Katherine Kinley, Mrs. J. G. Kuhn, Dr. G. E. Marchant, Mr. P. G. McDonnell, Mr. Frank Myers, Mr. A. Quin, Mr. E. Spiller, Dr. S. S. Strahan, Mr. R. Skinner, Mr. Fred. S. Spencer, Mr. B. Toubey, Mr. Chas. D. Wilkinson, Rev. and Mrs. J. H. Wyckoff, Miss C. Wyckoff, Mr. Chas. F. Williams, Mr. J. R. Wallace, Mr. N. Williamson and Miss Nellie Zwemer.

Per *Suwa Maru*, for Hongkong, from San Francisco, etc., Miss Laura F. Austin,

COMMERCIAL.

CLOSING QUOTATIONS.

October 19th.

ON LONDON:	
Telegraphic Transfer	1 84
Bank Bills, on demand	1 84
Bank Bills, at 30 days' sight	1 79
Bank Bills, at 4 months' sight	1 74
Credits, at 4 months' sight	1 74
Documentary Bills 4 months' sight	1 74
ON PARIS:	
Bank Bills, on demand	218
Credits, at 4 months' sight	228 1/2
ON GERMANY:	
On demand	nom.
ON NEW YORK:	
Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	nom.
ON BOMBAY:	
Telegraphic Transfer	nom.
Bank, on demand	151 1/2
ON CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	151 1/2
ON SHANGHAI:	
Bank, at sight	76 1/2
Private, 30 days' sight	86 1/2
ON YOKOHAMA:	
On demand—Pesos—86	
ON MANILA:	
On demand—Pesos—86	
ON SINGAPORE:	
On demand—Pesos—86	
ON BATAVIA:	
On demand—Pesos—86	
ON SATEWONG:	
On demand—Pesos—86	
ON BANGKOK:	
On demand—Pesos—86	
SWISS BANKS, Bank's Buying Rate	\$11.25
GOLD LEAF, 100 fine, per tael	\$58.50
SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

Hongkong, 20 cents pieces	\$13.20 discount
Hongkong, 10 " "	\$15.90 " "

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " " " " " "	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " " " " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
TUESDAY, 20th OCTOBER, 1914.	TUESDAY, 20th OCTOBER, 1914.
8 a.m. HONAM.	8 a.m. HEUNGSHAN.
5 p.m. FATSHAN.	5 p.m. KINSHAN.

WEDNESDAY, 21st OCTOBER, 1914.	WEDNESDAY, 21st OCTOBER, 1914.
8 a.m. HONAM.	8 a.m. HONAM.
5 p.m. KINSHAN.	5 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851. S.S. TAISHAN, Tons 2,008.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th OCTOBER, 1914.

The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.;
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIYAM, 588 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

To SAIL.

For SHANGHAI, KOBE AND ATLANTIQUE ... On 22nd October.

YOKOHAMA ...

HOMEWARD

MARSEILLES VIA PORTS ... On 3rd November, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to—

P. THOMAS, AGENT.

QUEEN'S BUILDING.



Embassy No. 77 VIRGINIA CIGARETTES

Such Cigarettes can only be offered by Manufacturers possessing a Staff of Experts who have had many years' experience in the manufacture of High Class Cigarettes.

The Cigarette de Luxe.

W. D. & H. O. WILLS BRISTOL & LONDON.

"EMBASSY" Cigarettes have proved to be the most popular of all the new brands of Virginia Cigarettes that have been sold for many years.
The quality is unsurpassed.



PRICES:—

AIR-TIGHT TINS OF 50 CIGARETTES	70 CENTS.
" " " 25 " "	40 " "
DECORATED " " 10 " "	20 " "

Sold by all Tobacconists in Hongkong and the ports of South China.

The MILK that is STERILIZED.
The MILK that is NATURAL.
The MILK that has the LARGEST SALE in the World
BECAUSE it is the BEST is the



FOR DRINKING PURPOSES USE
MILKMAID STERILIZED NATURAL
(COLOURED LABEL) UNCONDENSED.

FOR PUDDINGS, ETC., USE
MILKMAID CONDENSED
(BLUE LABEL) SWEETENED AND CONDENSED.

FOR TEA, ETC., STEWED FRUITS, ETC.,
MILKMAID EVAPORATED
(GOLD LABEL) CONDENSED BUT NOT SWEETENED.
(This enables users to add Sugar to taste).

LOOK AT THE LABEL.
ON SALE AT ALL STORES.

11127

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons. MANCHURIA 27000 tons.
KOREA 18000 tons. SIBERIA 18000 tons.
CHINA 10200 tons. NILE 10200 tons.
PERSIA 9000 tons.

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe
CHINA (via Manila) Sailing TUESDAY, 27th Oct., at Noon.
MANCHURIA ... TUESDAY, 3rd Nov., at 1 p.m.
MONGOLIA ... TUESDAY, 1st Dec., at 1 p.m.
KOREA ... TUESDAY, 2nd Dec., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine which is under the personal supervision of M. V. Morel, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The safety and comfort of Pacific is our first consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT, KING'S BUILDINGS.

TEL. No. 141.

FORTHCOMING EVENTS.

Saturday, 7th Nov.—
2.15 p.m.—A. D. C. at the Theatre R.
"The Blue Bird."
Tuesday, 10th Nov.—
2.15 p.m.—A. D. C. at the Theatre R.
"The Blue Bird."

Printed and Published by BEATRICE A. HALL for the Concerned at 104, Des Voeux Road Central, Victoria, Hongkong: London Office, 12, Fleet Street, E.C.